Programme states, *inter alia,* that 'all regulatory institutions will be strengthened to ensure that competition is free & fair. These institutions will be run professionally'.

In regard to the above NCMP item, the Planning Commission was asked to prepare a paper on the regulatory framework for infrastructure sector.

A consultation paper on 'Approach to Regulation of Infrastructure—Issues and Options' has since been prepared and a copy of the paper has been put on the websites of the Planning Commission: *www.planningcommission.gov.in* and the Committee on Infrastructure: *www.infrastructure.gov.in* for comments of the stakeholders, experts, etc.

This paper analyses the rationale for regulation, surveys the existing regulatory institution with respect to their roles, scope and identifies the principles and policy options for an overarching regulatory framework—independence and autonomy; functions of the regulator and his interface with the subject Ministry; accountability of the regulator; transparency of the regulatory process; competition issues and interface with the Competition Commission; dispute resolution etc., which are basic to their institutional design.

A meeting was convened on 25th September 2006 with the Ministries/ Department concerned, regulators, academicians, industry associations and other stakeholders to discuss the above. After the discussion, the participants were requested to send their written comments so that a revised version of the paper could be prepared and focused discussion on the same could be held with all stakeholders, regulators, consurner groups, etc.

Public-Private Partnership for road construction

†4672. DR. MURLI MANOHAR JOSHI:
SHRI RAJ MOHINDER SINGH MAJITHA:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that a number of road construction projects in the country have been decided to be conducted under Public-Private Partnership;

†Original notice of the question was received in Hindi

if so, the reasons therefor and the percentage of projects under construction decided to be completed under the said system so far;

whether it is also a fact that the sanction procedure being adopted, so far, for the approval of road construction projects has been relaxed under the said system; and

if so, the details of the relaxations and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Yes, Sir. Committee on Infrastructure (COL) has approved various phases under enhanced scope of National Highways Development Project (NHDP) involving a total estimated expenditure of Rs. 2,20,000 crore at 01.01.2006 prices. Most of these projects are envisaged to be implemented through Public Private Partnership (PPP)

(c) and (d) As per existing procedure, prior approval of Public Private Partnership Appraisal Committee (PPPAC) is required before bidding for projects.

Cost of road construction under NHDP-II

†4673. SHRI RAM JETHMALANI:
SHRI RAVI SHANKAR PRASAD:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

whether it is a fact that the cost of road construction in the schemes of second phase under National Highways Development Programme had been estimated at Rs. 4 crore per kilometer;

if so, the facts in this regard and when this cost of construction was estimated;

whether it is also a fact that the above cost of construction is likely to be increased now; and

if so, the cost of construction at present?

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†Original notice of the question was received in Hindi